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REPORT

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Industrial Survey of Wolgast and the
Peene Shipyards

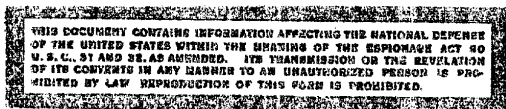
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1. The town of Wolgast, formerly an important commercial town and seaport on the lower reaches of the Peene River about 12 km from its emergence into the Baltic, increasingly developed into an industrial town after being surpassed as a seaport by Swinemünde and Stettin. Wolgast's most important industrial plants included a cement plant (Quistorpische Zementwerke), a granite grinding plant, a dye wood works (Ulna Werk), a plant manufacturing prefabricated wooden buildings (Wolgaster Holzindustrie), three iron foundries and one boat building yard. In 1933, the only plants in operation were the Wolgast wood working plant as a branch of the iron foundry, two other foundries and the boat building yard. During the subsequent rearmament period, the "Panzer" (armored tank) iron foundry and the Wolgast wood-working industry, the latter for building low wooden buildings, were expanded. In 1934, a cellulose meal plant which, during the war, was converted into an army fodder plant, was erected on the site of the Ulna Works. The new bascule bridge spanning the Peene River, which was inaugurated in 1934, was an important link with the naval base of Swinemünde and East Pomerania. The expansion of the Wolgast industrial plants and the successful development of the Versuchsanstalt (experimental station) resulted in palpable economic progress with an increase of the population to 9,500. The bascule bridge and the wooden bridge leading to the Schlossinsel (Manor Island) were blasted during the battle for the river passage in 1945. All industrial plants were dismantled and a number of buildings were destroyed. In 1946, when the dismantling operations had ended, the Wolgast wood industry was built up again and, in late 1952, about 600 persons worked on reparation orders for the U.S.S.R., almost exclusively manufacturing wooden buildings. A second plant of the kind was erected on the site of the "Panzer" iron foundry. In 1948, the Peenewerft (Peene Shipyard) was re-erected on the site of the cellulose meal plant, and two large sheds were used for this purpose. The electrical power station, which had been built for the cellulose meal plant, was incorporated into and connected to the network of the nationalized plants, Power District North. The large warehouse was placed under the VVEAB and was converted into a large grain elevator with a capacity of 5,000 tons. Work for the Wolgast Sea Police Base began in 1950 together with the construction of a new school building, a hospital, an ambulance station and an apprentices' home with about 200 beds. The bascule bridge across the Peene River was reconstructed from 1948 to 1950; work on the reinforced concrete Manor Island bridge started in 1950 and was completed recently.

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25 YEAR RE-REVIEW

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2. Wolgast harbor comprised the outer harbor, the inner harbor, and the fishing harbor. The outer harbor had a quayage of about 150 meters and was 4.5 meters deep. The quay, revetted with iron sheet pilings, was in good condition. The inner harbor, with a quayage of about 550 meters, had a maximum depth of 4 meters and a minimum depth of 2.25 meters. The north quay, which had iron sheet pilings along one third of its length, while the other two thirds consisted of masonry and wooden sheet pilings, was in good condition. The south jetty had a seriously damaged masonry quay which was usable only in parts. The south quay was equipped with a 16-ton crane and spur railroad. The access roads to all quay installations were usable. The fishing harbor was only for small craft putting in via Spitzhorn and had mainly seasonal traffic. Principal goods transshipped in Wolgast included flour, other foodstuff, coal, fertilizers, and building materials. The turnover in 1950 amounted to about 40,000 tons and rose to about 50,000 tons in 1952.
3. The large bascule bridge was 310 meters long. Its lateral arches were of iron concrete and rested on concrete piles; the central arches were iron structures and the middle leaf was hinged. The bridge, which was said to have a load capacity of 40 tons, but could support heavier loads and was safely crossed by 60-ton tanks, had a passage width for ships of 18 meters with a water depth of 8 meters at the throughfare, a vertical clearance of 4 meters at mean water level at the fixed bridge girders near the flap, and a water depth of 4 meters at the girder on the east side. The Manor Island bridge was a continuous reinforced concrete bridge with a load capacity of 60 tons and a vertical clearance of 50 cm at mean water level.
4. Wolgast, which had been and was connected with the Berlin-Tasewalk-Greifswald railroad line by a single-track line between Wolgast and Zuesow, had a freight station south of the town and a main railroad station near the harbor with a passenger platform and a loading road. The south pier had spur tracks and, at its head, a landing stage for the ferry between Wolgast and Usedom Island. The harbor was connected with Kroeslin by a side road, and had spur tracks to the power station, the warehouses near the keene, the shipyard, the Wolgast wood industry plant, and the Sea Police installation. The Berlin-Swinemünde national highway passed through Wolgast. Other roads went to Kroeslin, Lubmin-Greifswald, Greifswald-Anklam and Lassan.
5. The reinforced concrete building which had been a store house of the cellulose meal plant, was converted into a grain elevator, where about 8,000 tons of grain could be stored. The Tiedt warehouse, capable of storing about 3,000 tons of grain on floors, was a wooden framework building. These two granaries were equipped with modern conveyors and grain storage installations. The VVEAB warehouses and store buildings in the center of the town were used for the storage of industrial products and other supplies. The Stahl warehouse had a storage capacity of about 1,200 square meters. Numerous small storehouses were also available and most of them were used.
6. The Keene shipyard had two workshops. Workshop I, the western shop, housed the forge, the turner's shop, the tool-making shop, and other metal working shops on its ground floor and, on its upper story, the carpenter's shops. The office section housed the design office and the workshop manager's office. Workshop II, close to the Keene River, housed the shipwright's shop, the forge, the tube cutter's shop, and a materials store and, in the upper story, the apprentices workshops, the rigging loft and the sail loft.

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A transformer station was between the two workshops. A large single-story annex housed a storeroom, some offices, the BGL office (Plant Labor Committee) and the wash rooms near the entrance. The main administration building which, prior to the fall of 1951, was used as town hospital, housed the main offices. An administration building with a kitchen and a messhall, as well as a wooden building for party groups, also was part of the shipyard. The slipway for 1,000-ton ships was completed in 1950. The quay on the Peene River, about 140 meters long, had iron sheet pilings and, alongside, a water depth of 5 meters. The wooden quay in front of workshop II had a water depth of 4 meters, and along the other berths, a waterdepth of 2.5 meters. It had a 15-ton slewing crane at the corner. In 1952, the plant area of the Mohn-firm was made part of the site of the Peene Shipyard. Other building projects for the shipyard area were under consideration.

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